

PARK-UNION FOREIGN BANKING CORPORATION

56 Wall Street

WITH OUR OWN branch offices in San Francisco, Seattle, Yokohama and Shanghai, and direct connections in the Dutch East Indies and Central and South America we are in a position to extend to exporters and importers exceptional facilities for the transaction and extension of their foreign business.

Shipments financed, acceptances given, letters of credit and bills of exchange issued.

Our officers will be glad to confer with any one interested in foreign trade.

OFFICERS

Charles A. Holder, President
T. Fred Aspdon, Vice-President
E. R. MacKenzie, Sec. & Treas.

Fully Paid
Capital and Surplus, \$2,250,000

FINANCIAL MEETING

NOTICE TO STOCKHOLDERS

Special meeting of stockholders of Park-Union Foreign Banking Corporation, to be held at the office of the Corporation, 56 Wall Street, New York City, on the 23rd day of August, 1919, at 2 P. M., for the purpose of voting upon a proposition to increase the capital stock from one thousand dollars to five hundred dollars, and to authorize the board of directors to issue and sell the additional shares of stock.

EMANUEL BACH, Secretary.

DIVIDEND NOTICES

REPUBLIC IRON & STEEL COMPANY

PREFERRED DIVIDEND NO. 64

At the meeting of the Board of Directors of the Republic Iron & Steel Company, held August 20th, 1919, the regular quarterly dividend of 1 1/2% on the Preferred Stock was declared payable October 1st, 1919, to stockholders of record September 15th, 1919.

U. S. Industrial

Alcohol to Double

Its Capital Stock

Shareholders To Be Offered

Right to Subscribe for

New Issue at \$70 a Share

to Yield Co. \$8,400,000

An increase in the common stock capitalization of the United States Industrial Alcohol Company from \$12,000,000 to \$24,000,000 is proposed by the directors, who, at a meeting yesterday, voted to call a special meeting of stockholders on October 7 to obtain their authorization of the increase. The new issue of 120,000 shares will be offered to the present common stockholders on a share-for-share basis at \$70 a share. The closing price of the existing stock yesterday was 132.

Horatio S. Rubens, chairman of the board of directors, explained that the purpose of the proposed financing was to raise funds for developing new processes of the company and the production and marketing of the resultant products. He said the developments contemplated would be begun.

When asked regarding the future dividend policy of the company, Mr. Rubens stated that he saw no reason why the present amount of dividend should not be "available during the construction and developing period. This of course would mean a dividend at the rate of 8 per cent on the total common capital stock as increased."

On the present capital the company is paying \$1 a share, the regular quarterly distribution having been declared at yesterday's meeting, payable September 15 to stock of record September 1.

Under the new stock at \$70 a share will bring \$8,400,000 into the coffers of the company.

Bankers Buy B. R. T.

Receiver's Certificates

\$18,000,000 Two Year Note

Issue To Be Sold Privately

A banking group consisting of the Bankers Trust Company, the Central Union Trust Company, the Chase Securities Company, Hayden, Stone & Co. and J. & W. Seligman & Co. has purchased \$18,000,000 Brooklyn Rapid Transit 6 per cent two-year receiver's certificates. It was announced yesterday that no syndicate is being formed and that the notes are being disposed of privately.

The certificates are dated August 1 and are of \$100 each. The price paid for them is not less than \$13,000,000, nor more than \$15,000,000, to be used to complete the subway contracts with the city, while the balance is to be used for powerhouse improvements required in connection with new transit lines.

The certificates, it was stated, will be secured by a pledge of not less than \$13,000,000 of the Brooklyn Rapid Transit bonds, the receiver of the New York Consolidated Railroad Company and the New York Central and Hudson River Railroad Company, which in turn are secured by a first lien on all the property and income of these two companies. In a statement the bankers said:

"The certificates are also further protected by the provisions of the court's decree requiring that, commencing July 1, 1919, the beginning of the current fiscal year, all surplus income of the receiver of the Brooklyn Rapid Transit and of the receiver of the New York Consolidated Railroad Company shall be impounded for the purpose of paying interest and principal of the respective certificates, except that not to exceed 30 per cent of such surplus income may be expended, if required, for improvements, which the certificates will have a first lien on."

Foreign Holders

Offer Rail Bonds

To Local Bankers

Large Blocks of U. S. Securities Owned Abroad Are Being Pressed for Sale in This Market

Large blocks of foreign owned American railway bonds are being offered for sale in this market, it was learned yesterday. An international banking house here has asked bids for securities which are still on the other side of the water.

The premium of the dollar over European exchanges makes this country an excellent place for foreigners to sell things in, including bonds. The advantage of getting dollars at the existing rates of exchange is, broadly speaking, great enough to offset losses that investors have sustained through the decline in recent years of the market value of railway bonds.

Offerings of bonds in blocks of \$250,000 were reported yesterday. The present investment market, which is conspicuously inactive, lacks absorptive power, and, therefore, bids of bond houses, it was said, were in some instances five points below the market price.

The conversion of foreign held securities here into dollars would help right the exchange situation. European exchange has become depreciated to a record breaking extent, because trading with the United States has been moving only in one direction. Liquidation of foreign held American securities, bankers explained, would be equivalent in its effect on the foreign exchange market to the importation of commodities into this country to offset America's enormous trade balance.

Sterling exchange rallied yesterday, closing at \$4.18 1/2 for cables, compared with the low record of \$4.12 1/2 established on Wednesday. French and Italian exchange moved in sympathy with sterling.

Exchange Slump Is Cutting Exports

Chicago Banker Says Curtailment of Foreign Orders Has Been Large

CHICAGO, Aug. 21.—The decrease in value of foreign money caused a large curtailment of exports from Chicago, according to local bankers, and this condition of the foreign export and money market, it was said, would tend to reduce the price of commodities here.

"A very large curtailment in foreign exports has been caused by the advanced value of the dollar in Great Britain and France," Arthur Reynolds, vice-president of the Continental and Commercial National Bank, explained to-day.

"The value of the pound sterling is so low that it takes a considerable percentage above par for foreign buyers to purchase commodities here. Therefore, buyers who were not such a large difference in the exchange."

Chicago banks lost between \$400,000 and \$500,000 yesterday in the drop of English money, according to published reports in Chicago newspapers to-day. This loss, it was said, is the difference in the value of drafts at the time they were deposited by American exporters and their value when paid by foreign importers.

Mr. Reynolds stated that any reduction in exports from the United States would tend to reduce prices here.

"Up until the announcement several days ago that crops would be considerably less than estimated, it was felt that food prices would be materially reduced," said Mr. Reynolds. "But now that condition has changed."

The Day's Bond Market

Following is a complete record of all transactions in bonds on the New York Stock Exchange yesterday:

U. S. Government Bonds

Liberty Issues

The following table gives the transactions yesterday and the approximate investment yield in the several Liberty loan issues at closing New York Stock Exchange prices:

Liberty	Yield	Liberty	Yield
3 1/2% 1947	3.51	3 1/2% 1947	3.51
4 1/2% 1947	4.49	4 1/2% 1947	4.49
5 1/2% 1947	5.47	5 1/2% 1947	5.47
6 1/2% 1947	6.45	6 1/2% 1947	6.45
7 1/2% 1947	7.43	7 1/2% 1947	7.43
8 1/2% 1947	8.41	8 1/2% 1947	8.41
9 1/2% 1947	9.39	9 1/2% 1947	9.39
10 1/2% 1947	10.37	10 1/2% 1947	10.37
11 1/2% 1947	11.35	11 1/2% 1947	11.35
12 1/2% 1947	12.33	12 1/2% 1947	12.33
13 1/2% 1947	13.31	13 1/2% 1947	13.31
14 1/2% 1947	14.29	14 1/2% 1947	14.29
15 1/2% 1947	15.27	15 1/2% 1947	15.27
16 1/2% 1947	16.25	16 1/2% 1947	16.25
17 1/2% 1947	17.23	17 1/2% 1947	17.23
18 1/2% 1947	18.21	18 1/2% 1947	18.21
19 1/2% 1947	19.19	19 1/2% 1947	19.19
20 1/2% 1947	20.17	20 1/2% 1947	20.17
21 1/2% 1947	21.15	21 1/2% 1947	21.15
22 1/2% 1947	22.13	22 1/2% 1947	22.13
23 1/2% 1947	23.11	23 1/2% 1947	23.11
24 1/2% 1947	24.09	24 1/2% 1947	24.09
25 1/2% 1947	25.07	25 1/2% 1947	25.07
26 1/2% 1947	26.05	26 1/2% 1947	26.05
27 1/2% 1947	27.03	27 1/2% 1947	27.03
28 1/2% 1947	28.01	28 1/2% 1947	28.01
29 1/2% 1947	29.00	29 1/2% 1947	29.00
30 1/2% 1947	30.00	30 1/2% 1947	30.00

United States Government Bonds

Liberty	Yield	Liberty	Yield
3 1/2% 1947	3.51	3 1/2% 1947	3.51
4 1/2% 1947	4.49	4 1/2% 1947	4.49
5 1/2% 1947	5.47	5 1/2% 1947	5.47
6 1/2% 1947	6.45	6 1/2% 1947	6.45
7 1/2% 1947	7.43	7 1/2% 1947	7.43
8 1/2% 1947	8.41	8 1/2% 1947	8.41
9 1/2% 1947	9.39	9 1/2% 1947	9.39
10 1/2% 1947	10.37	10 1/2% 1947	10.37
11 1/2% 1947	11.35	11 1/2% 1947	11.35
12 1/2% 1947	12.33	12 1/2% 1947	12.33
13 1/2% 1947	13.31	13 1/2% 1947	13.31
14 1/2% 1947	14.29	14 1/2% 1947	14.29
15 1/2% 1947	15.27	15 1/2% 1947	15.27
16 1/2% 1947	16.25	16 1/2% 1947	16.25
17 1/2% 1947	17.23	17 1/2% 1947	17.23
18 1/2% 1947	18.21	18 1/2% 1947	18.21
19 1/2% 1947	19.19	19 1/2% 1947	19.19
20 1/2% 1947	20.17	20 1/2% 1947	20.17
21 1/2% 1947	21.15	21 1/2% 1947	21.15
22 1/2% 1947	22.13	22 1/2% 1947	22.13
23 1/2% 1947	23.11	23 1/2% 1947	23.11
24 1/2% 1947	24.09	24 1/2% 1947	24.09
25 1/2% 1947	25.07	25 1/2% 1947	25.07
26 1/2% 1947	26.05	26 1/2% 1947	26.05
27 1/2% 1947	27.03	27 1/2% 1947	27.03
28 1/2% 1947	28.01	28 1/2% 1947	28.01
29 1/2% 1947	29.00	29 1/2% 1947	29.00
30 1/2% 1947	30.00	30 1/2% 1947	30.00

Foreign Government and Municipal Bonds

Liberty	Yield	Liberty	Yield
3 1/2% 1947	3.51	3 1/2% 1947	3.51
4 1/2% 1947	4.49	4 1/2% 1947	4.49
5 1/2% 1947	5.47	5 1/2% 1947	5.47
6 1/2% 1947	6.45	6 1/2% 1947	6.45
7 1/2% 1947	7.43	7 1/2% 1947	7.43
8 1/2% 1947	8.41	8 1/2% 1947	8.41
9 1/2% 1947	9.39	9 1/2% 1947	9.39
10 1/2% 1947	10.37	10 1/2% 1947	10.37
11 1/2% 1947	11.35	11 1/2% 1947	11.35
12 1/2% 1947	12.33	12 1/2% 1947	12.33
13 1/2% 1947	13.31	13 1/2% 1947	13.31
14 1/2% 1947	14.29	14 1/2% 1947	14.29
15 1/2% 1947	15.27	15 1/2% 1947	15.27
16 1/2% 1947	16.25	16 1/2% 1947	16.25
17 1/2% 1947	17.23	17 1/2% 1947	17.23
18 1/2% 1947	18.21	18 1/2% 1947	18.21
19 1/2% 1947	19.19	19 1/2% 1947	19.19
20 1/2% 1947	20.17	20 1/2% 1947	20.17
21 1/2% 1947	21.15	21 1/2% 1947	21.15
22 1/2% 1947	22.13	22 1/2% 1947	22.13
23 1/2% 1947	23.11	23 1/2% 1947	23.11
24 1/2% 1947	24.09	24 1/2% 1947	24.09
25 1/2% 1947	25.07	25 1/2% 1947	25.07
26 1/2% 1947	26.05	26 1/2% 1947	26.05
27 1/2% 1947	27.03	27 1/2% 1947	27.03
28 1/2% 1947	28.01	28 1/2% 1947	28.01
29 1/2% 1947	29.00	29 1/2% 1947	29.00
30 1/2% 1947	30.00	30 1/2% 1947	30.00

Curb Market

Note.—The Tribune assumes no responsibility for the accuracy or authenticity of curb market quotations. Transactions and prices yesterday were reported as follows:

Industrials

Liberty	Yield	Liberty	Yield
3 1/2% 1947	3.51	3 1/2% 1947	3.51
4 1/2% 1947	4.49	4 1/2% 1947	4.49
5 1/2% 1947	5.47	5 1/2% 1947	5.47
6 1/2% 1947	6.45	6 1/2% 1947	6.45
7 1/2% 1947	7.43	7 1/2% 1947	7.43
8 1/2% 1947	8.41	8 1/2% 1947	8.41
9 1/2% 1947	9.39	9 1/2% 1947	9.39
10 1/2% 1947	10.37	10 1/2% 1947	10.37
11 1/2% 1947	11.35	11 1/2% 1947	11.35
12 1/2% 1947	12.33	12 1/2% 1947	12.33
13 1/2% 1947	13.31	13 1/2% 1947	13.31
14 1/2% 1947	14.29	14 1/2% 1947	14.29
15 1/2% 1947	15.27	15 1/2% 1947	15.27
16 1/2% 1947	16.25	16 1/2% 1947	16.25
17 1/2% 1947	17.23	17 1/2% 1947	17.23
18 1/2% 1947	18.21	18 1/2% 1947	18.21
19 1/2% 1947	19.19	19 1/2% 1947	19.19
20 1/2% 1947	20.17	20 1/2% 1947	20.17
21 1/2% 1947	21.15	21 1/2% 1947	21.15
22 1/2% 1947	22.13	22 1/2% 1947	22.13
23 1/2% 1947	23.11	23 1/2% 1947	23.11
24 1/2% 1947	24.09	24 1/2% 1947	24.09
25 1/2% 1947	25.07	25 1/2% 1947	25.07
26 1/2% 1947	26.05	26 1/2% 1947	26.05
27 1/2% 1947	27.03	27 1/2% 1947	27.03
28 1/2% 1947	28.01	28 1/2% 1947	28.01
29 1/2% 1947	29.00	29 1/2% 1947	29.00
30 1/2% 1947	30.00	30 1/2% 1947	30.00

Railways, Other Corporations

Liberty	Yield	Liberty	Yield
3 1/2% 1947	3.51	3 1/2% 1947	3.51
4 1/2% 1947	4.49	4 1/2% 1947	4.49
5 1/2% 1947	5.47	5 1/2% 1947	5.47
6 1/2% 1947	6.45	6 1/2% 1947	6.45
7 1/2% 1947	7.43	7 1/2% 1947	7.43
8 1/2% 1947	8.41	8 1/2% 1947	8.41
9 1/2% 1947	9.39	9 1/2% 1947	9.39
10 1/2% 1947	10.37	10 1/2% 1947	10.37
11 1/2% 1947	11.35	11 1/2% 1947	11.35
12 1/2% 1947	12.33	12 1/2% 1947	12.33
13 1/2% 1947	13.31	13 1/2% 1947	13.31
14 1/2% 1947	14.29	14 1/2% 1947	14.29
15 1/2% 1947	15.27	15 1/2% 1947	15.27
16 1/2% 1947	16.25	16 1/2% 1947	16.25
17 1/2% 1947	17.23	17 1/2% 1947	17.23
18 1/2% 1947	18.21	18 1/2% 1947	18.21
19 1/2% 1947	19.19	19 1/2% 1947	19.19
20 1/2% 1947	20.17	20 1/2% 1947	20.17
21 1/2% 1947	21.15	21 1/2% 1947	21.15
22 1/2% 1947	22.13	22 1/2% 1947	22.13
23 1/2% 1947	23.11	23 1/2% 1947	23.11
24 1/2% 1947	24.09	24 1/2% 1947	24.09
25 1/2% 1947	25.07	25 1/2% 1947	25.07
26 1/2% 1947	26.05	26 1/2% 1947	26.05
27 1/2% 1947	27.03	27 1/2% 1947	27.03
28 1/2% 1947	28.01	28 1/2% 1947	28.01
29 1/2% 1947	29.00	29 1/2% 1947	29.00
30 1/2% 1947	30.00	30 1/2% 1947	30.00

Standard Oil

C B	5.00%	78	2.00%	90%	5100	Glenrock Oil	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
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